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DEVELOPMENT SERVICES
01 OCT 2007
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HIGHWAYS SAFETY AUDIT

Proposed Residential and Commercial Development

At

Dennis House
Hawley Road
Hinckley

For

Cotswold Estates Limited

Hinckley & Bosworth Borough Council
Planning Services
REFUSED PLAN
20/12/07

Prepared by-
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Contact:
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Date: September 2007

1. Introduction

This Safety Audit has been prepared on the instruction of Cotswold Estates Limited to accompany a planning application for a new development on Hawley Road, Hinckley.

This Safety Audit will examine the existing situation adjacent to the development site and consider existing safety issues with relation to:

- Bus stops
- Refuge
- Site access

The Safety Audit will then consider the impact of the proposed development on the safety issues and recommendations for improvements and/or alterations.

2. Existing Bus Stops

2.1 There are currently two bus stops on Hawley Road on the North and South sides adjacent to the proposed development and the existing building "Dennis House". These bus stops serve bus routes 5, 71 and 82.

2.2 Details of the location of the bus stops are shown in the appendix.

2.3 The bus stops are well used and regular bus services use the bus stop throughout the day.

2.4 The proposed development includes a revised entrance to Hawley Road, directly adjacent to the existing bus stops. If the bus stops were left in their current location, it is likely to cause problems with traffic flow from the proposed development as the proposed entrance could get completely blocked.

2.5 The bus stops are well used, and as such it is not considered appropriate to remove them from service.

2.6 The bus stops are located as shown on the plan in the appendix.

3. Existing Refuge

3.1 There is an existing refuge on Hawley Road adjacent to the bus stops.

3.2 The survey shows that the refuge is well used.

3.3 If the refuge was left in its current location, this is likely to cause problems with traffic flow from the proposed development as the proposed entrance could get completely blocked.

3.4 The refuge is considered necessary to provide a safe crossing point for pedestrians, but due to the low overall use, alternatives are not considered appropriate.

4. Survey

4.1 A survey of the existing bus activities at the bus stops adjacent to the proposed development site has been carried out. The survey was completed over a two-day period and the following data was collated:-

a) Bus number

b) Time of arrival

c) Bus operator

d) Bus stop attended

e) Number of persons exiting and alighting the bus

f) Whether the refuge was used

g) Comments

4.2 A copy of the survey information is contained within the appendix.

4.3 A summary of the results are as follows:-

- There were between 31 and 32 bus movements during the hours of 0800 and 1745
- The central refuge was only used by passengers exiting the bus at the North side bus stop
- The central refuge was used by approximately 60% of passengers exiting the bus at the North side bus stop

5. Existing Site Access

5.1 Dennis House currently stands on the proposed development site. The existing development is a mix of office and industrial space, with approximately 50% being office space.

5.2 There are three existing entrances to the site. One entrance on Hawley Road to the West of the site, and two entrances on Station Road.

5.3 All entrances are currently used for loading and unloading of lorries. The entrance on Hawley Road is also used as a car and pedestrian access.

5.4 There is a junction opposite Dennis House which currently serves Somerfield supermarket and filling station.

5.5 The junction with Somerfield supermarket is heavily used during opening hours.

6. Proposed Development

6.1 The application consists of the conversion of the existing building with some new build extensions to accommodate:-

i) 682.16 sq mts (7,340 sq ft) gross area of B1, B2 and B8 employment space with associated facilities and underground parking (18 No. spaces)

ii) 42 No. sheltered warden controlled one and two bedroom flats with associated facilities and parking space (40 spaces)

7. Proposed Site Access

7.1 The proposed development will maintain two entrances into the site.

7.2 The main entrance on Hawley Road will provide access for all vehicles.

7.3 Entrances on Station Road will be maintained to serve as the main pedestrian access to the office as well as the vehicular entrance to the underground car park.

7.4 The main entrance on Hawley Road will be located at approximately the mid-point of the front elevation and thus will be in a different location to the existing.

7.5 By moving the main entrance conflicts occur with both bus stops and the central refuge.

7.6 It is not considered to be safe to maintain the bus stop or central refuge in their current location.

7.7 From the survey information it is apparent that there is scope to relocate the bus stops and central refuge on Hawley Road, moving both further East towards the junction with Station Road.

7.8 The proposed development is unlikely to create many vehicle trips when compared to the existing B1, B2 and B8 uses, as the development splits the existing building enabling 682.16 sq mts of employment space to remain in part of the existing structure with existing access points remaining off Station Road. The rest of the existing structure would be converted into 42 No. residential units, with vehicle and pedestrian access off Hawley Road.

7.9 The residential accommodation will be sheltered/warden controlled residential development for the elderly, and as such, it is not expected that a significant amount of trips will be encountered.

7.10 Due to the proximity of the bus stops, even if these can be relocated to keep the road layout unchanged, with the proximity of Somerfied supermarket access in relation to the new site access it is possible that traffic will continue to back up on Hawley Road for traffic moving in an Easterly direction. As such, it is considered appropriate that a right hand turn lane be introduced to serve the new entrance to the proposed development.

7.11 By incorporating a right hand turn lane, if traffic is backed up on Hawley Road for traffic moving in an Easterly direction, vehicles turning into the proposed development travelling in a Westerly direction will not block the road whilst waiting to turn.

7.12 The access off Station Road will continue to serve the employment space that exists and is to remain as part of this development.

8. Recommendations

8.1 The existing bus stops adjacent to the development site should be relocated Eastward of their current location.

8.2 The central refuge should also be relocated close to the bus stops in a similar configuration to the existing.

8.3 Drawing reference 25029-901A forming part of this application shows a schematic proposal for the alterations to the highway.

8.4 A right hand turn lane should be incorporated as part of the scheme so as to alleviate any potential problems with traffic backing up on the Westerly carriageway when vehicles are accessing the proposed development.

9. Conclusions

9.1 The existing development currently has three entrances; one on Hawley Road and two on Station Road. All entrances provided access for deliveries and distribution. The proposed development will maintain vehicular and pedestrian access on Hawley Road for the residential element of the development, and keep the vehicle and pedestrian access on Station Road for the employment unit.

9.2 The existing bus stops on Hawley Road are well used and should be maintained. The bus stops should be relocated away from the proposed entrance of the new development in an Easterly direction. Moving the bus stops is considered to improve safety of the bus stops and positioning of static buses on Hawley Road. Not only will this move pedestrians away from the proposed entrance, but also move the static buses from the junction of Hawley Road with Somerfield supermarket.

9.3 The existing refuge on Hawley Road provides a safe crossing point over Hawley Road. The refuge is well used by pedestrians and should be maintained. The current siting of the refuge in relation to the bus stops should be maintained as existing. The refuge should be relocated in an easterly direction on Hawley Road to provide a safe crossing point for pedestrians. The exact siting of the refuge should take into account the position of the bus stops, so as to cause as little disruption to the traffic flow as possible.

9.4 Drawing reference 25029-901A contained within the appendix shows a schematic proposal for the alterations to the highway.

10. Additional Information

10. Trips rates for the existing and proposed development have been calculated as follows:-

Existing Floor Space:-

Office	1593 sq mts (17139 sq ft)
Factory	1593 sq mts (17140 sq ft)

Potential Existing Trips (when fully occupied):-

Office	27 trips/100 sq mts	=	432
Factory	17 trips/100 sq mts	=	727
TOTAL			704 trips

Proposed Development-

Residential	42 units
Office	682.16 sq mts (7340 sq ft)

Potential Trips

Residential	5 trips/unit	=	210
Office	27 trips/100 sq mts	=	185
TOTAL			395 trips

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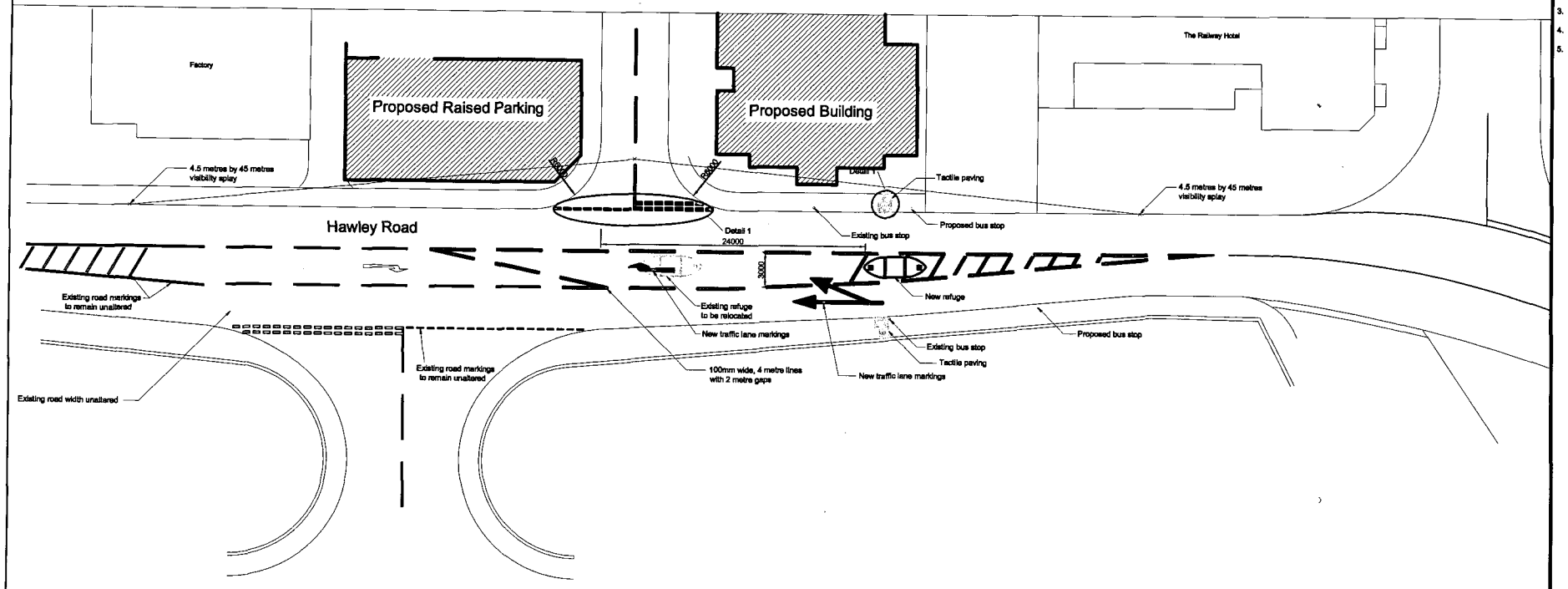
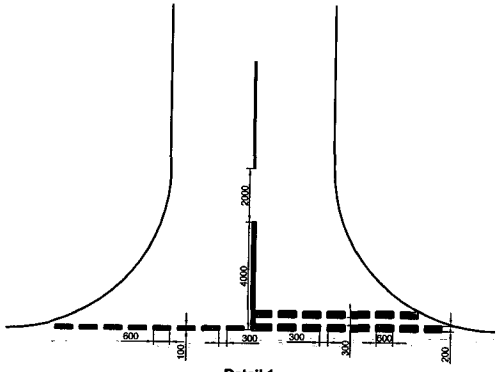
APPENDIX I

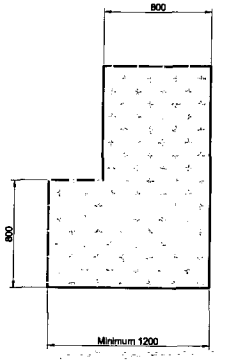
Drawing Reference 25029-901A

1. DO NOT SCALE FROM THIS DRAWING.
2. Drawing is to be read in conjunction with all relevant architect's drawings. Any inconsistencies should be reported to PRP immediately.
3. All road widths to be maintained as existing.
4. Existing kerb lines not being altered.
5. All white lining to be in thermoplastic materials and applied in accordance with the Specification for Highway Works.





Detail 1
1:100



Detail 2 - Tactile Paving Layout
1:20

A 26/09/2007 Issued for approval MLS

Cotswold Estates Ltd

Proposed Redevelopment of Existing Factory Buildings Hawley Road, Hinckley

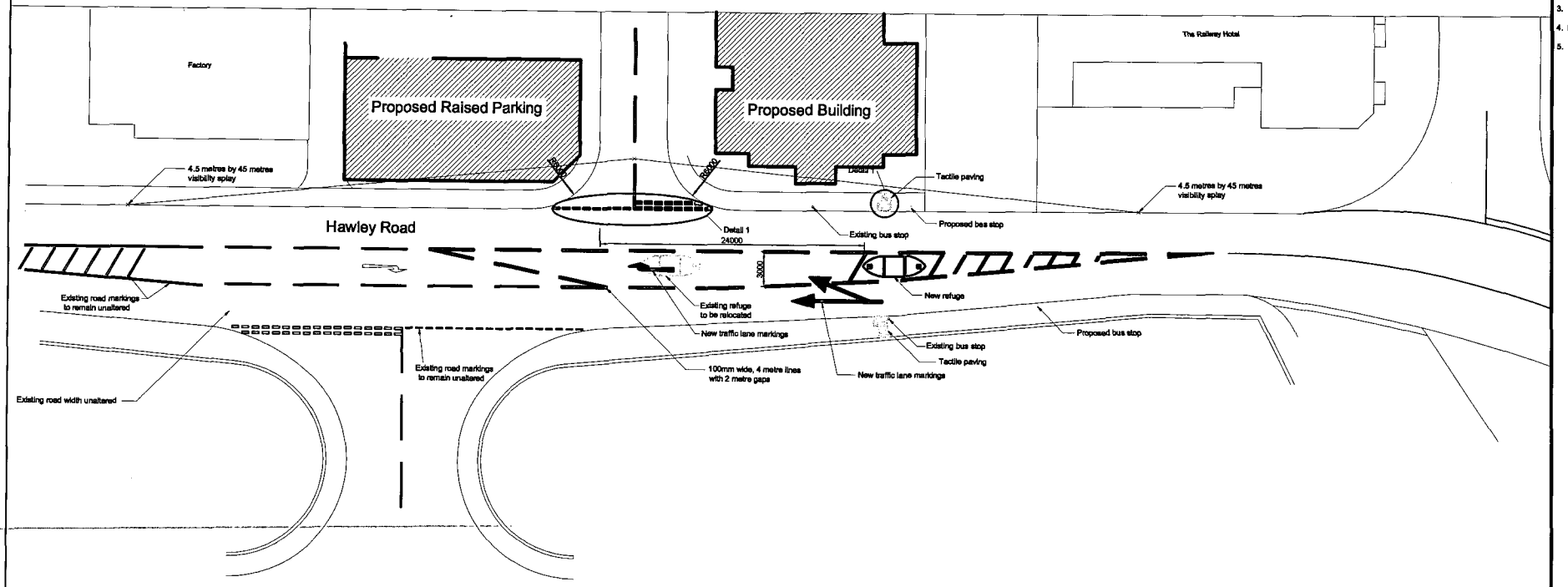
Road Layout Alterations

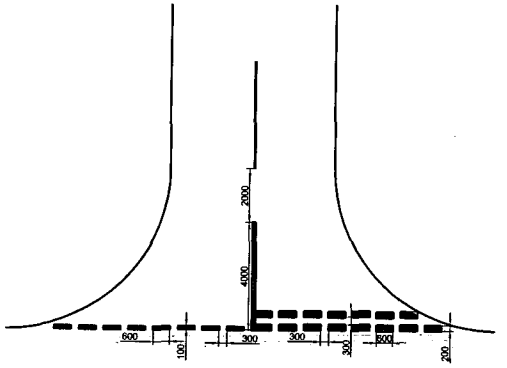
APPROVAL

September 2007 | 1:200, 1:100, 1:20

25029-901A

PLANNING





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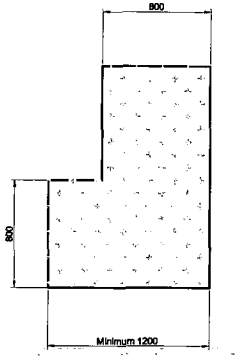

Detail 2 - Tactile Paving Layout
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4. Existing kerb lines not being altered.
5. All white lining to be in thermoplastic materials and applied in accordance with the Specification for Highway Works.

A 28/09/2007 Issued for approval MLS

Cotswold Estates Ltd

Proposed Redevelopment of Existing Factory Buildings Hawley Road, Hinckley

Road Layout Alterations

APPROVAL

September 2007 | 1:200, 1:100, 1:20

25029-901A

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APPENDIX II

Survey Results

N°1

LOCATION: HAWLEY ROAD

DATE: 12/6/2007

Start Time: 8.00 AM					Finish Time:				
Bus No.	Time	Company	Bus Stop Used		No. of People		Use of Central Reservation		Comments
			Dennis House Side	Somerfield Side	On	Off	Yes	No	
82	8.00 AM	ARRIVA	✓			1			WALK TO TOWN
5	9.35 AM	CENTER BUS	✓			3	✓		1 WALK TO SOMERFIELD 2 WALK TO TOWN
71	9.45 AM	ARRIVA		✓		1			WALK TO TRAIN STATION
71	9.47 AM	ARRIVA	✓			1	✓		3 CAR BEHIND BUS STOP 1 WALK TO SOMERFIELD
71	9.57 AM	ARRIVA		✓	1				
71	10.01 AM	ARRIVA	✓		1				2 CAR AND 1 VAN BEHIND BUS STOP
71	10.12 AM	ARRIVA		✓	1				
71	10.17 AM	ARRIVA	✓			1	✓		THE DOCTOR
5	10.22 AM	CENTER BUS		✓	1				WALK TO CROSSING TO
86	10.37 AM	CENTER BUS	✓			1	✓		WALK TO SOMERFIELD
71	10.43 AM	ARRIVA		✓		1			THE DOCTOR
71	10.57 AM	ARRIVA		✓	4				WALK TO CROSSING TO
82	11.04 AM	ARRIVA	✓			1	✓		3 CAR BEHIND THE BUS STOP WALK TO SOMERFIELD
5	11.22 AM	CENTER BUS		✓	1				
71	11.27 AM	ARRIVA		✓	1				
82	11.32 AM	ARRIVA	✓			1	✓		2 CAR BEHIND BUS STOP WALK TO SOMERFIELD

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N°2

LOCATION: HAWLEY ROAD

DATE: 12/6/2007

Start Time:					Finish Time:				
Bus No.	Time	Company	Bus Stop Used		No. of People		Use of Central Reservation		Comments
			Dennis House Side	Somerfield Side	On	Off	Yes	No	
71	11.50 AM	ARRIVA	✓			2	✓		1 WALK TO SOMERFIELD 1 WALK TO TOWN 3 CAR BEHIND BUS STOP
71	12.00 PM	ARRIVA		✓	1				
82	12.04 PM	ARRIVA	✓			2	✓		1 WALK TO TRAIN STATION 2 CAR. BEHIND 1 WALK TO SOMERFIELD BUS STOP
71	12.12 PM	ARRIVA		✓	1				
71	12.27 PM	ARRIVA		✓	3				
71	12.31 PM	ARRIVA	✓		1		✓		1 4 CAR BEHIND BUS STOP WALK TO SOMERFIELD
71	12.46 PM	ARRIVA	✓			1	✓		1 WALK TO SOMERFIELD
71	1.02 PM	ARRIVA	✓			1			1 CAR BEHIND BUS STOP 1 WALK TO TOWN
71	1.27 PM	ARRIVA		✓	1				
71	1.43 PM	ARRIVA		✓	1				
71	2.00 PM	ARRIVA		✓	1				
71	2.12 PM	ARRIVA		✓		1			1 WALK TO SOMERFIELD
71	2.18 PM	ARRIVA	✓			1			1 WALK TO THE DOCTOR
71	2.59 PM	ARRIVA		✓	1				
71	3.02 PM	ARRIVA	✓		1				
71	3.12 PM	ARRIVA		✓	1				

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Nº 3

LOCATION: HAWLEY ROAD

DATE: 12/6/2007

Start Time:					Finish Time: 6.00 PM				
Bus No.	Time	Company	Bus Stop Used		No. of People		Use of Central Reservation		Comments
			Dennis House Side	Somerfield Side	On	Off	Yes	No	
71	3.45PM	ARRIVA		✓	1				
71	4.00PM	ARRIVA		✓	1	1			1 WALK TO SOMERFIELD
71	4.14PM	ARRIVA		✓	3				
86	4.35PM	CENTERBUS	✓						
74	4.54PM	ARRIVA		✓	1	2	✓		2 WALK TO SOMERFIELD
86	5.22PM	CENTER BUS		✓	2				
5	5.40PM	CENTER BUS	✓		2				7 CARS BEHIND BUS STOP
71	6.00 PM	ARRIVA		✓	1				

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N°1

LOCATION: HAWLEY ROAD

DATE: 13/6/2007

Start Time: 7.55 AM					Finish Time:				
Bus No.	Time	Company	Bus Stop Used		No. of People		Use of Central Reservation		Comments
			Dennis House Side	Somerfield Side	On	Off	Yes	No	
71	8.00 AM	ARRIVA	✓			1			WALK TO TOWN
71	8.35 AM	ARRIVA	✓			2	✓		6 CARS BEHIND THE BUS STOP 2 WALK TO SOMERFIELD
71	9.00 AM	ARRIVA		✓	2				
71	9.20 AM	ARRIVA	✓			1	✓		3 CARS BEHIND THE BUS 1 WALK TO SOMERFIELD STOP
5	9.37 AM	CENTER BUS	✓			1	✓		4 CARS BEHIND THE BUS 1 WALK TO SOMERFIELD STOP
71	9.59 AM	ARRIVA		✓		1			THE CROSSING 1 WALK TO THE DOCTOR USE
71	10.19 AM	ARRIVA	✓			1			3 CARS BEHIND THE BUS 1 WALK TO THE DOCTOR STOP
5	10.21 AM	CENTER BUS		✓	1				
71	10.34 AM	ARRIVA	✓			1			3 CARS BEHIND BUS STOP 1 WALK TO TOWN
72	10.49 AM	ARRIVA	✓		1		✓		5 CARS BEHIND THE BUS 1 WALK TO SOMERFIELD STOP
71	11.00 AM	ARRIVA		✓		1			1 WALK TO TRAIN STATION
71	11.13 AM	ARRIVA		✓	1				
5	11.25 AM	CENTER BUS		✓		1			1 WALK TO SOMERFIELD
71	11.32 AM	ARRIVA		✓		1			1 WALK TO SOMERFIELD
71	11.35 AM	ARRIVA	✓			1	✓		1 WALK TO SOMERFIELD
71	11.45 AM	ARRIVA		✓		1			1 WALK TO SOMERFIELD

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N° 2

LOCATION: HAWLEY ROAD

DATE: 13 | 6 | 2007

Start Time:					Finish Time: 6.00 PM				
Bus No.	Time	Company	Bus Stop Used		No. of People		Use of Central Reservation		Comments
			Dennis House Side	Somerfield Side	On	Off	Yes	No	
71	12.04 PM	ARRVIA	✓			1	✓		3 CARS BEHIND THE BUS STOP 1 WALK TO CROSSING TO THE DOCTOR
71	12.13 PM	ARRVIA		✓	1	2			2 WALK TO CROSSING TO THE DOCTOR
71	12.30 PM	ARRVIA		✓		1			1 WALK TO SOMERFIELD
71	12.46 PM	ARRVIA		✓	2				
71	12.48 PM	ARRVIA	✓		2				9 CARS AND 1 LORRY BEHIND BUS STOP
71	1.15 PM	ARRVIA	✓			1	✓		1 WALK TO CROSSING TO THE DOCTOR.
71	1.27 PM	ARRVIA		✓	1				
71	1.42 PM	ARRVIA		✓	1				
71	2.19 PM	ARRVIA	✓		1	1	✓		CARS AND 1 LORRY BHIND BUS 1 WALK TO SOMERFIELD STOP
71	2.44 PM	ARRVIA		✓	1				
82	3.22 PM	ARRVIA	✓		1	1			1 CAR BEHIND BUS STOP 1 WALK TO DOCTOR
71	4.00 PM	ARRVIA		✓	1	1			1 WALK TO THE TOWN
82	4.19 PM	ARRVIA	✓			1			3 CAR BEHIND THE BUS STOP 1 WALK TO THE DOCTOR
71	4.58 PM	ARRVIA		✓	1				
71	5.45 PM	ARRVIA		✓	1				

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